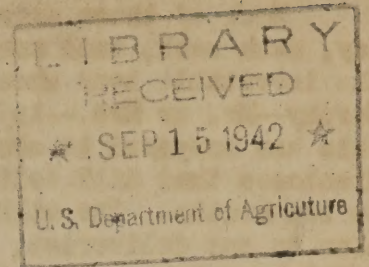


U.S. Agricultural adjustment agency.

EXCERPTS FROM NEWS RELEASES
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OFFICE FOR EMERGENCY MANAGEMENT

Division of Information



1. THE TRUTH ABOUT RUBBER

America's motorized millions in jalopies, trucks, delivery wagons, and limousines are riding themselves off the roads at an average rate of 3-1/2 per cent per month. That's the rate at which the rubber is wearing from their tires and when that rubber is gone, there will be no more for a long time.

We have been using half the world's total output of rubber every year and almost 98 per cent of that rubber came to us from the Far East.

We used 766,000 tons of rubber last year, and imported 1,025,563 tons, of which large amounts were placed in what are called "stockpile" against emergency--against exactly that emergency which is upon us now.

From Malaya came 550,935 long tons or 54 per cent of our rubber importation. The Japs have Malaya.

From the Netherland East Indies, 367,373 long tons or 36 per cent of our importation. The Japs have the Netherland East Indies.

From Ceylon, 59,804 tons or 6 per cent of our annual importation. The Japs dominate the sea lanes before Ceylon.

From other East Indian sources--from Burma and Thai and the Melanesian Islands, 20,511 long tons or approximately 2 per cent of our annual importation. The Japs have Thai, the Japs have overrun Burma, the Japs crawl like a horrid plague of insects through the islands of Melanesia.

We got, indeed, 10,419 long tons, or about 1 per cent of our annual importation from Africa, and another 1 per cent--10,753 long tons--from Latin America, the ancient home of the Hevea Brasilionsis.

All but 2 per cent of our rubber, then, came from these parts of the world now overrun by the soldiers and sailors of Hirohito.

We used this rubber in more than 50,000 products and many of these products contributed greatly to what has been called the American standard of living--that standard which now is threatened everywhere.

Most of this rubber, though, went into tires. The U. S. A. has one-third of all the improved roadways in all of the world. Over these roads, our 30,000,000 pleasure cars and our four million trucks and buses drove an average of 500,000,000,000 miles each year.

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Most of these automobiles are still operating although the passing of each day, each week, each month that they are operating on thinner rubber, brings closer the inevitable hour when the worn casing goes flat and Jones or Smith or Meyers or Murphy--Mr. or Mrs.--is through travelling for good. Already it is estimated that this has happened to some 5 per cent of America's automobiles and a recent survey discloses that milk deliveries could be continued on their present basis only eight to ten months. The milk distributors, of course, are doing something about this; plan to cut deliveries, to pool their resources of rubber, to keep that rubber in service as long as possible.

But the great mass of Americans--you, and I and the Smiths and the Joneses--have shown no such foresight, no such realization that rubber on the wheels of our cars has become a trust. In every city, on every country road, on every national highway, it is still possible to see automobiles with but a single occupant, careening along as though nothing had happened, as though rubber were still as easy to come by as water from the kitchen tap or the electric light in the living room. We still take our rubber tires as casually as we take tap water and electricity and yet we scarcely can buy enough new rubber these days to give us a month's supply of hot water bottles.

By using the most ingenious methods of balance and counterbalance, by allocating our every pound of rubber to essential military requirements and to the minimum requirements of the civilian economy, we may just about be able to meet the need over the next two years. Meet the need, but the minimum needs of a war machine--not even minimum needs for bitter-end devotees of "happy motoring".

In 1941, when we were importing such prodigious amounts of rubber from the Far East, our production of synthetic totaled about 15,000 tons only a part of which was general purpose rubber suitable for tires. This year our production of synthetic rubber may reach as much as 28,000 tons. The plans-- and remember they are plans-- call for production at an estimated rate of 200,000 tons a year of general purpose rubber by December of 1942; and by the end of 1943, if facilities not yet in existence are then producing at capacity, we shall be getting Buna S synthetic at a rate of 700,000 tons a year in addition to 100,000 tons of Butyl synthetic and Neoprene. At the rate of, only, mind you. Actual production of Buna S during the calendar year 1943 certainly cannot be expected to be much more than 350,000 tons.

And so, synthetic rubber is not going to keep our automobiles on the road. Long after existing stocks of tires on the wheels of American motorcars have been worn out, we'll still need all our production of synthetic and more to keep our military machines moving forward.

What about Guayule? Guayule is a plant, a shrub, which grows in the arid lands of Mexico and the American Southwest. It is related to our milkweed. For many years, there has been a certain amount of Guayule rubber production, most of it from the wild plant. The plant is gathered, shredded, and the juice squeezed from it. Unlike the rubber tree, which may be tapped every other day for many years, the Guayule bush yields only one crop. New plants must be grown from seed and it takes a year and a half for a Guayule seedling to reach the stage at which it may be harvested. We could plant Guayule in our Southwest--although the size of that planting would be limited by the amount of seed available. Indeed we quite possibly

will plant Guayule. But Guayule, like the synthetics offers no solution to the civilian motorists' problem, nor does that other dream of the "motoring as usual" civilian-rubber from Latin America. Last year, the U. S. in cooperation with commercial rubber interests and the government of a dozen Latin American countries began a 15-year program designed to bring supremacy in rubber back to the western hemisphere. Some 15,000,000 seedling rubber trees already have been set out under this program, but even if all goes well with a majority of these trees, it will be five to seven years before they can be sapped.

If we are lucky, we may get as much as 41,000 tons of rubber from Latin America this year, most if it from wild rubber trees of the inland jungles. We may get another 18,000 tons from Africa. And this, in relation to our need for rubber, is as the eraser on the end of a lead pencil to a big eight-ply casing for a ten-ton truck.

2. WHERE OUR RUBBER IS GOING

When the Japanese over-ran the South Pacific, they cut off the source of virtually all rubber consumed by what we call "The United Nations".

By far the greater amount of the rubber needed by the United Nations during 1942 must be supplied by the United States.

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The 1942 requirements of the other countries in the United Nations group are large. The United Kingdom requires rubber to be fabricated into barrage balloons to protect English cities from Nazi bombers, to go into the treads of British tanks, to supply tires for the fighting aircraft of the R. A. F. in its raids over Axis-held Europe. Canada, which had built up something of a reserve, will need additional rubber and the other dominions will need some. Russia's minimum requirements add to the staggering total minimum needs elsewhere throughout the world wherever free men use rubber in the fight to overthrow the Axis account for still more.

To be sure, there is one source of rubber aside from the scant contribution of Latin America and of Africa, which will help meet some of our requirements -- reclaimed rubber.

Reclaimed rubber is the rubber from your out-worn tires, discarded galoshes, discarded rubber transmission belts in industry -- even your children's abandoned rubber toys. This rubber, reprocessed in plants equipped for that purpose, makes our stock pile of rubber about 30 per cent larger than it otherwise would be.

Reclaimed rubber can be used only for a limited number of purposes unless it is fortified with crude rubber, and even when so fortified offers no prospect of sturdy tires. But it is still important that we get as much of this rubber off the scrap heaps and back to the processing plants as we possibly can.

Into every new battleship of our expanding Navy goes at least 75 tons of rubber, or the equivalent of 17,143 automobile tires. There are many other military uses of rubber which do not involve wheels or tracks. A single 10-ton pontoon bridge, for instance, eats up 3200 pounds of rubber and 2.01 pounds are used in each roll of adhesive plaster made for the Army's medical corps.

There is more than two pounds of rubber in every army raincoat, and every man in the army must have a raincoat. Into the carriage of a single 75 MM gun goes more than 175 pounds of rubber. Before you can have a scout car you must first have 398 pounds of new rubber, and tires for our fighting aircraft consume from 33 to 96 pounds, depending on the size of the plane (inner tubes: 24 to 54 1/2 pounds).

Rubber is used to bullet proof the gasoline tanks in fighting aircraft, and because they are made from petroleum or coal tar base, synthetics are even better than natural rubber for this purpose. To bulletproof the gasoline tanks on a Flying Fortress, to so line that gasoline tank that an anti-aircraft missile may tear through it without bringing the plane to earth or setting it afire, requires 1246 pounds of rubber. There is 29 pounds of rubber in those pneumatic rafts carried by our long range bombers against the hazard of a forced landing at sea and such rubber rafts have saved the lives of military and naval flyers, including some of our own. There is almost two pounds of rubber in any army gas mask. The six pounds of rubber in an average domestic washing machine would make about three such masks, which is among the reasons we have stopped making washing machines for the duration, as we have stopped making many other things which use up rubber.

Against this need of our fighting men, set this fact: that an average tire -- and that average is an average for passenger cars, trucks, etc. -- uses up 14 pounds of crude rubber. The four tires on an average auto total about 70 pounds of rubber, and that is just 20 pounds short of the amount needed to bulletproof the gas tanks on an army pursuit plane.

And yet, on the other hand, there is no desire to see civilian use of wheels on rubber cease altogether. On the contrary, the continued and patriotic use of rubber is vital to the success of our war effort.

Without the essential civilian use of rubber the life of the nation would be partly paralyzed and the flow of war goods to the front -- that flow which cannot be permitted to decrease and must be augmented -- would be hampered. Ninety percent of American war workers travel to and from their jobs in automobiles.

And so we face the compulsion to make what use we can of the rubber we have. This means pooling the use of cars. It means that the man who rides to business without other passengers than himself is betraying his country's war effort to the extent of the seats in his car which remain unoccupied. It means that the man who speeds, the man who careens around the curves, the man who brakes sharply when a look ahead would have made such braking unnecessary, is betraying the war effort by the amount of rubber scraped from his tires. It means that the man who wastes his rubber is betraying his country and it means, too, that he is traveling that much more rapidly to the moment when he is unable to take the road at any speed or with any load at all.

3. OUR DOUBLE NEED FOR RUBBER

It is because America is the world's most highly motorized nation that the rubber crisis assumes such importance. The rubber crisis in this nation of 34,000,000 automobiles and more than a third of all the hard surfaced roads in the world is vastly graver than a similar crisis in, for instance, the United Kingdom.

In England today there are comparatively few privately operated motor vehicles on the highways. In England today it is virtually impossible for a civilian to get a tire, and gasoline rationing is so rigid as to make impossible anything approaching "motoring as usual." This is not the hardship to Britons it would be to us. In Britain the process of progressive abandonment of rail transportation in favor of transportation by highway -- has scarcely, by our standards, begun.

But with us the situation is altogether otherwise. The importance to our war economy of the automobile, whether private car or bus or highway truck, has been repeatedly emphasized by the office of Defense Transportation.

Joseph B. Eastman, Director of that office, has warned repeatedly that only the most far-sighted measures, only the most careful integration of all forms of transportation, would enable us to produce the war weapons we need and keep those weapons flowing toward the fighting fronts.

Mr. Eastman suggested a number of ways in which the transportation facilities we have might be made to last longer and among them was "group riding" in private automobiles on a planned, neighborhood-by neighborhood basis.

But the country's motorists have paid little heed to this call. And the proof of this is in the fact that in spite of all the talk about pooling automobiles still roll up to the parking spaces before factories and offices the country over with most of their capacity unoccupied. A recent survey showed that the average number of passengers per car today is less than two -- and that includes the driver. Translated into terms of transportation -- and that is just what the wartime automobile must become, necessary transportation and nothing else -- this means that the automobiles which clutter our streets and highways today are being used to less than 40 percent of capacity.

This is obvious waste, waste on a grand scale, and waste, in a nation at war, is one of the cardinal sins.

The difficulty is that astonishing unwillingness of the American motoring public to believe that when the present stock of rubber tires is gone there will be no more.

Even if by some miracle we were to kick the Japs out of Malaya and the Dutch East Indies tomorrow this would not assure us an immediate supply. The English planters in Malaya and their Dutch counterparts in Java and elsewhere throughout the Netherlands East Indies followed that same "scorched earth" policy by means of which the Russians have so embarrassed Adolph Hitler. Equipment of the rubber plantations was burned, destroyed. It is a satisfaction to us, as to those planters who watched their life work go up in thick black smoke, that the Japanese will not be getting much rubber from Malaya or the Dutch East Indies, either. But this does not alter the fact that we shall have to get along for many years without any new natural rubber in large quantities.

4. HOW TO SAVE RUBBER -- AND WHY

There could be no better time to talk about saving rubber, about making the tires on America's automobiles last, than right now when we are entering upon the season of warm weather.

Heat and friction are the great enemies of rubber. Tire treads wear out five times as fast in a temperature of 100 degrees as when the thermometer registered 40 degrees.

According to the Rubber Manufacturers Association, tire treads are worn out twice as rapidly at 70 miles an hour as at 45 miles an hour. The point here is obvious to anyone, but there are other ways in which friction is created, other ways in which careless and unthinking motorists scrape the rubber from their tires. Every time brakes screech for a sudden stop, rubber -- irreplaceable rubber -- is torn from the treads of our tires.

A fundamental rule to follow if you would keep your tires useful as long as possible, if you would take care of your share in America's last great reserve of rubber, is to drive only when there is good reason for driving -- and then, when ever possible, see that others ride with you.

There are other rules, too. Keep your tires properly inflated at all times. As little as 30 percent underinflation will cut one quarter from the life of a tire. Shift your tires from wheel to wheel every 5,000 miles, and don't forget the spare. This will insure even wear -- a tire which wears unevenly loses its rubber more quickly than a tire on which the rubber is worn uniformly. Don't drive too fast. It is a good rule not to drive faster than 40 miles an hour for the duration and never take the corners at high speeds. Nothing -- the experts say -- wears out tires more rapidly than this.

Don't slam on your brakes unless it is to avert an accident -- and if you are travelling at conservative speeds and have your mind and your eyes on the road you probably won't have to slam on your brakes at any time. Have your wheels checked regularly for alignment -- if your wheels are out of line the tires won't wear evenly and you will waste rubber. Start your car the way you ought to stop it -- gently. Don't spin your wheels and grind off rubber and don't bump into curbs or scrape along the side of curbs -- whenever you do that, you are bumping and scraping miles from your tires.